

Alternative F



Alternative G



Alternative F

Pros

- Provides HOV/Bus access to Mark Center
- Does not require reconstruction of rotary (lower costs)
- Maintains Seminary Road through traffic third-level flyover
- Shorter project completion schedule
- Within existing VDOT Right-of-Way

Cons

Introduces signalized intersection on third-level flyover





Alternative G

- o Pros
 - Provides more direct HOV/Bus access to Mark Center
- Cons
 - Requires total reconstruction of rotary (significant cost increase)
 - All through traffic must go through rotary requiring significant expansion of the rotary
 - Requires gates to control reversible operation on Seminary Road
 - Prohibiting HOV eastbound access from ramp may encourage Uturn movements on Seminary Road
 - Extends project completion approximately 18 months or more
 - Significant Maintenance of Traffic issues during construction







NEPA Process

- Categorical Exclusion (CE)
 - No significant environmental impacts
 - Not required to identify alternatives
 - Requires air quality and noise study
 - Can utilize city's established public information process
 - 6-8 month process

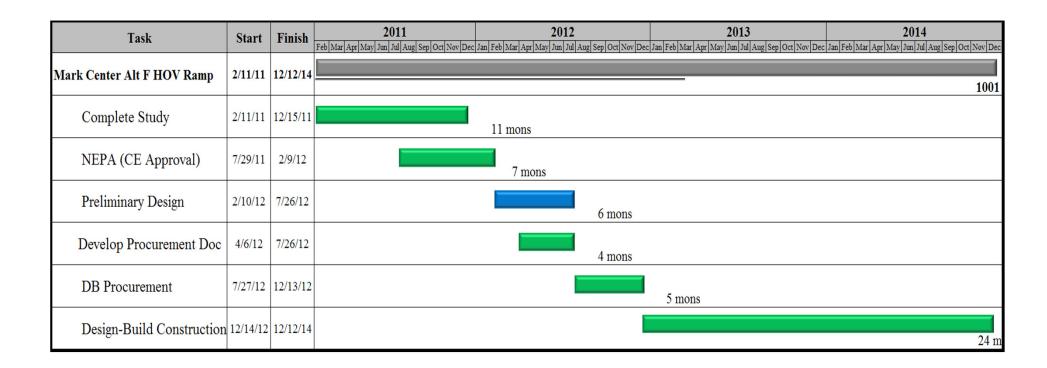


NEPA Process

- Environmental Assessment (EA)
 - Environmental impacts not clearly established
 - Requires a reasonable number of alternatives
 - Requires air quality and noise study
 - Requires formal public review
 - 12-14 month process

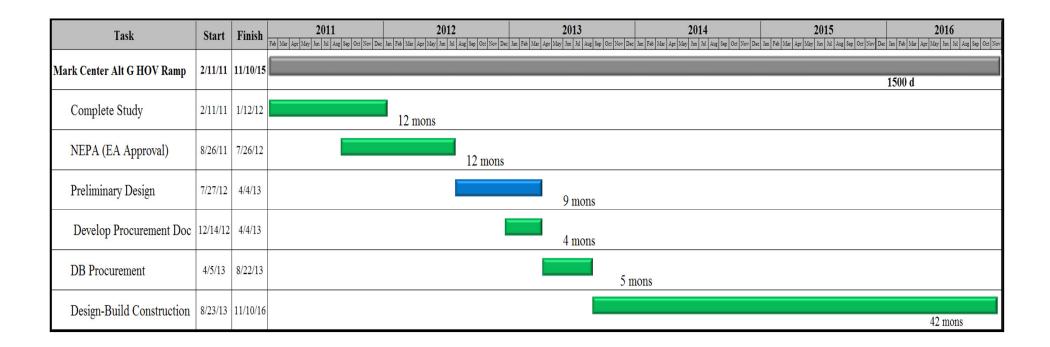


Alternative F Schedule





Alternative G Schedule





Recommendations

- Eliminate request to study Alternative G
- Support Categorical Exclusion (CE)
- Allow VDOT to utilize city's established public information process



Alternative F Study Area

